

Message Text

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ACTION EB-11

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FM AMEMBASSY LONDON

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E.O. 11652: N/A

TAGS: EAIR, UK

SUBJ: US CARRIER ALL-CARGO FLIGHTS TO UK

REF: LONDON 10500

1. DEPARTMENT OF TRADE (DOT) HAS NOW PROVIDED LETTER OUTLINING IRREGULARITIES IT FINDS WITH US ALL-CARGO FLIGHTS TO UK (PARA 2 REFTEL).

2. ACCORDING TO DOT, PANAM AND SEABOARD BOTH APPARENTLY ADVERTISING MISLEADING ROUTINGS FOR ALL-CARGO FLIGHTS WHICH DO NOT ACCORD WITH TRAFFIC RIGHTS AND ROUTE DESCRIPTIONS UNDER BILATERAL AGREEMENT. RE PANAM, DOT POINTS OUT THAT PAGE 443, PART 1, ABC WORLD AIRWAYS GUIDE FOR AUGUST '74 CARRIES PANAM ADVERTISEMENT LISTING FLIGHT 162 AS OPERATION WHICH ON FOUR DAYS PER WEEK APPEARS TO SERVE UNDER THAT FLIGHT NUMBER AMSTERDAM AS AN INTERMEDIATE POINT EN ROUTE LONDON. DOT NOTES THAT UNDER TERMS OF US ROUTE L AMSTERDAM CAN ONLY BE SERVED AS POINT BEYOND LONDON. IN ADDITION, DOT SAYS PAA FLIGHT 161 ON SUNDAY IS CLEARLY ADVERTISED AS OPERATING FROM HEATHROW OVER BRUSSELS TO NEW YORK. UNDER US ROUTE 2 BRUSSELS CAN ONLY BE SERVED AS POINT BEYOND LONDON, NOT AS INTERMEDIATE.

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3. IN ADDITION TO THE SEABOARD NEW YORK/PARIS/LONDON PROBLEM (REFTEL), OTHER FLIGHTS ADVERTISED WHICH NOT PERMITTED UNDER THE UK OPERATING PERMIT, ACCORDING TO DOT, ARE FOLLOWING: ABC AIR CARGO GUIDE (JULY '74) PAGES 708-709; FLIGHT 306 ON SATURDAY ADVERTISED AS ROUTED LONDON/BASEL/FRANKFURT/NEW YORK/PHILADELPHIA; FLIGHT 303, WEDNESDAY/THURSDAY/SATURDAY SHOWS ZURICH AS POINT INTERMEDIATE TO NEW YORK/PHILADELPHIA; FLIGHT 303 ON FRIDAY HAS BASEL AND PIZA AS POINTS INTERMEDIATE BETWEEN LONDON AND NEW YORK/PHILADELPHIA; FLIGHT 303 SUNDAY SHOWS ZURICH AND PIZA AS POINTS INTERMEDIATE BETWEEN LONDON AND NEW YORK/PHILADELPHIA. DOT STATES IN ALL THESE CASES THE EUROPEAN CONTINENTAL POINTS SHOULD BE OPERATED AS POINTS BEYOND LONDON AND NOT AS INTER-MEDIATE POINTS.

4. LETTER POINTS OUT THAT IF USG WISHES TO SEEK TRAFFIC RIGHTS OR ROUTINGS TO OPERATE SERVICES AS THEY BEING ADVERTISED, UK PREPARED TO NEGOTIATE. DOT ASKS THAT ROGERS BE INFORMED AS SOON AS POSSIBLE WHETHER NEGOTIATIONS ARE TO BE REQUESTED SINCE " . . . IT WILL BE NECESSARY TO WRITE DIRECT TO THE AIRLINES TO REMIND THEM THAT THEIR PERMITS ARE ONLY ISSUED ON THE UNDERSTANDING THAT THEY WILL NOT ADVERTISE OR HOLD OUT SERVICES OTHER THAN IN CONFORMITY WITH THE TERMS OF THEIR PERMISSIONS."

5. COMMENT: PRESUMBALY PANAM "IRREGULARITIES" COULD BE DEALT WITH, IF NECESSARY, BY ADJUSTMENT IN FLIGHT NUMBERS SEABOARD'S ARE A BIT TRICKIER IN THAT MOST OF SERVICES CALLED INTO QUESTION OPERATE OVER BLIND SECTORS WHERE SIMPLE CHANGE OF FLIGHT MIGHT LEAVE AIRLINE VULNERABLE TO SAME KIND OF RULING UKG HAS APPLIED IN CASE OF SBW'S 747 SERVICE OVER PARIS. ON PARIS/LONDON BLIND SECTOR, BRITISH HAVE MAINTAINED THAT CHANGE OF FLIGHT NUMBER AT EITHER END OF SECTOR AFFECTS AIRLINE'S RIGHT TO CARRY TRANSITTING TRAFFIC.

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